

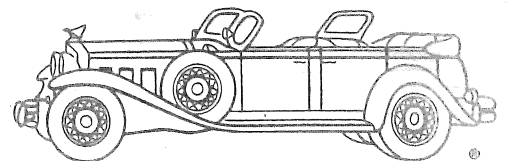
The Bumper Guardian

PACIFIC NORTHWEST REGION
George H. Shufelt, Editor

CLASSIC CAR CLUB OF AMERICA
220 Tacoma Ave. S., Apt. 1305, Tacoma, Wash. 98402

SPECIAL WOODEN ISSUE

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SCHWARZ-KELLER-SCHOENFELD-IRWIN IN FOR '68

At a Board Meeting held in conjunction with our Annual Business Meeting November 11th, Phil Schwarz was elected as Director, Russ Keller as Assistant Director, Herb Schoenfeld as Secretary and Bob Irwin as Treasurer. The Board had announced earlier in the meeting that Dick Hooper, Herb Schoenfeld and Pete Manello had been elected to three year terms on the Board of Managers. Hooper served on the Board from 1964 to 1966, and Manello from 1965 to 1967.

Only a couple of people sent in dinner reservations for the meeting, but about 40 showed up. Joe Carman, 1967 Director, reviewed Regional and National developments over past year, and mentioned some 1968 plans that the Managers had discussed. Activities Chairman Al McEwan, who has agreed to continue his work through the new year, added to the 1968 preview. Russ Keller reported on membership and financial matters, then McEwan awarded trophies to winners of the 1967 Judging Meet at Joe Carman's in August.

The Seattle Black Angus lived down to their reputation, so the less said about the food, the better. Well, you can't win them all.

THE BG MOVES AGAIN!

The Editor has moved again, this time to the waterfront. New address effective immediately is:

1424 Beach Drive NE
Dash Point, Wa, 98422
(area 206) WA7-2614

Drop by some Sunday for an afternoon of clam digging or ship watching or elbow bending. Dash Point is just North of Tacoma and just South of Federal Way.

REGION CELEBRATES 5 YEARS ON APRIL 30TH

It was April 30th, 1963 when the National CCCA issued an authorization to form a Pacific Northwest Region to a very unorganized (how unorganized they didn't really know!) group of classic owners and enthusiasts away out in the Northwest somewhere. In honor of this Region's fifth (The Wooden) anniversary, this issue of THE BUMPER GUARDIAN is the Special Wooden Issue.

For the complete story of the Region's early days, see Al McEwan's history on page 3.

THE CHRISTMAS PARTY

A good turnout and much fun marked the Annual Christmas Party at the Tacoma Country Club, which ended the Region's 1967 activities.

After a fine steak dinner, a few words from the outgoing and incoming Regional Directors, and a description by John Wallerich of the wildest antique car and old barn collection in Wisconsin, the famous "Gift Exchange" began. Some idea of the gifts and the guests can be gotten from the page of photographs. It was as much fun as always, but marked this time by less "trading" than in previous years. For some strange reason, most seemed happy with just what they opened!

THOT FOR THE MONTH

A fool is a person with short answers to long questions.
(poet John Ciardi)



THE STORY OF THE REGION THAT ALMOST WASN'T

A review of some things worth remembering, and of some things we'd all rather forget!

Editor's Note: At the January Board meeting our first Regional Director, Al McEwan, was asked by the Board to write an article for the BG reviewing the history of the Pacific Northwest Region. It is a very strange and interesting story, and while it may shake up The Organization Men back at National, we think every present member should be aware of the unique history of his region. Here is Al's story of how it all started.

Probably a good place to start is to review the requirements that were supposed to be met by a group of classic enthusiasts wishing to become a Region in 1963. It was necessary for at least 25 CCCA members to petition National for a Regional Charter. This group was supposed to have by then an elected Board of Managers, elected officers, and a dues structure sufficient to support the organization.

National would then try to have a representative visit the new group and examine their qualifications. If he made a favorable report to the National Board, they would grant a Regional Charter. This, of course, is a very reasonable approach, but any similarity to what actually happened here is purely coincidental!

In early 1962 a Spokane attorney, Sam Fancher, became interested in classics and joined the CCCA. He immediately found that there was no Region within a thousand miles of Spokane, so he decided to start one. In late 1962 he sent self-addressed post cards to all CCCA Members in the Northwest asking for signatures. When he had collected together 25 of these cards, he

sent them to National, and on April 30, 1963, they granted a Certificate of Authorization to form a Pacific Northwest Region.

At that time, National probably had no idea that no organization really existed, and that only a handful of the "petitioners" had ever discussed the idea with Sam. The rest, upon receiving a post-paid card in the mail, had simply read the single paragraph proposing a Region, signed the card, and sent it back to Sam. Perhaps National had managed to visit all or most of the other Regions prior to their being issued a charter, but then most of them were much closer to New York than we were.

During the Mercer Island Concours in August, 1963, an announcement was made that there would be an organizational meeting of the Pacific Northwest CCCA Region. Like most of the classic people at the meet, I went to the Sunday noon meeting at the Floating Bridge Inn..(The gathering had originally been proposed for Saturday and a number of people had come some distance to attend, but had gone home Saturday night.)

Many of the original petitioners were there, and some new national members were signed up. The main business was to "elect" a Regional Board of Managers, which consisted of asking for volunteers to serve. A few volunteered, and others were volunteered by their friends after they had left the meeting! When it was all over, Sam Fancher was Director, George Shufelt was assistant Director, Keith Billings of Portland was Secretary-Treasurer, and Guy Carr of Portland and L. John Creery of Vancouver were Managers.

It was now apparent that the Seattle-Tacoma area, obviously to become the heart of the new Region, was not represented on the Board. The next thing I knew, I was on the Board! I immediately assured everyone that I would join the National club!

The next item of business was to plan a fall function in the Seattle area. As I was now THE Manager in that area, I was asked to handle the arrangements for the meet.

In October of 1963, we had a dinner meeting at the Country Kitchen in Bellevue. I had sent invitations to every National member and many other classic owners in the Northwest, and about 35 people attended, some with their cars. Sam Fancher drove over from Spokane with some old CARavan films he had borrowed from National.

At the time I had no idea of the administration prescribed by the National Club for a Region, but I did know that our Region existed in name only, with no real members, organization of treasury. (A dinner reservation check for that meeting had to be returned to the sender as it was made out to "The Pacific Northwest Region" - which simply didn't exist yet!)

Things coasted along with no further action until one evening in late December, when Sam called me from Spokane. He said that National was very concerned as they had not yet received the names of "the newly elected Regional Officers and Managers for 1964." Sam had planned to send them the names of those "elected" at the Mercer Island meeting, but due to some serious family problems he would be unable to remain as Director. He proposed to send in my name as Regional Director, and reduce his position to Board member only. I realized that to agree would put the burden on me of organizing a Region, but that to refuse could result in the loss of our charter.

Being a dyed-in-the-wool classic enthusiast and wanting to see some classic activity in the Northwest, I let sentiment win out over my better judgement, and agreed.

Organizing the Region's first Board meeting was a near impossibility, as each Manager was in a different city, from 70 to 300 miles from Seattle, but the meeting was held in February 1964 and was attended by two Board members, -George Shufelt and myself. Phil Schwarz had volunteered to be chairman of the first Regional outing at Alderbrook Inn in May, and also attended.

While contacting Board members for that first meeting, I found out that Guy Carr had no idea he was on the Board - he was one of those who had to leave the Mercer Island meeting early! However he offered to help the Region in any way possible, so remained on the Board.

At that first meeting the three of us decided that it would be necessary to add three local members to the Board. We set dues at \$5.00, and started a bank account. Knowing that National was having second thoughts about our existence, we felt that we should immediately start a recruiting campaign - at least up to the 25 members National thought we had!

In February, Bob Turnquist called and expressed National's concern over our status, and mentioned that we were making great strides in the right direction, and that all would be well in a couple of months. I didn't tell him that we had yet to sign up our first members or collect our first dues.

Shortly thereafter, Director of Regional Relations, Bill Neilsen, called and he agreed to our adding three Seattle-area Managers. I immediately appointed Phil Schwarz and Dick Hooper to the

Board, and was looking for third Manager when Bob Johnston appeared.

Bob had been a National member a few years earlier, and had rejoined when he moved to Tacoma in 1963. He wrote to National asking if there were any Regional activities in this area, and they gave him my name. Bob wrote in asking about the Region, and I described to him the problems we were experiencing. He offered to become the editor of our still-non-existent publication, which was the greatest offer that anyone could make at that time! He became the last member of our first nine man Board.

In the Spring of 1964, we got the names of as many known classic owners as we could from the CCCA, RROC, ACD, and PAC Directories, and from HCCA, AACA, HACO, HASSIE and other regional antique rosters. We sent out 250 invitations to the May Alderbrook Meet to these owners in Washington, Oregon, Idaho, BC and Alberta.

The big two-day event was a great success. Chief Judge George Shufelt conducted a thorough Judges Meeting before turning the group loose on the sixteen-plus cars, and for the first time in the Northwest, cars were judged according to CCCA standards. About forty people sat down to a fine steak dinner, then watched color slides of classics and competed for prizes. Bob Johnston prepared pictures of every car for publication in the first issue of his still-unnamed publication. All enjoyed themselves, and whatever we were lacking as a Region, it wasn't enthusiasm!

Just prior to the Alderbrook meet, National had informed us that Bob Turnquist was to visit the Region to meet with our Board and discuss our problems. They suggested that we make a major event out of his visit, and he could conduct a restoration seminar and provide some other entertainment.

That sounded great, as it was just what we needed to build up interest, but National gave us a choice of two dates- the weekend preceding or the weekend following Bob's visit to the Northern California Region. We tried to get them to set it up for the Alderbrook weekend, or even much later in the summer, but his California trip was already tied in with Regional activities there and could not be changed.

We reluctantly chose the last of the two weekends offered us, as it gave us the most time to make plans, but it still put Turnquist's visit only one month after the big Alderbrook meet. And if getting people out to a big weekend event only a month after the first one wasn't enough of a problem, we found that only two of our nine Board members could attend! The rest were at sea, away on business or out of the country!

Before leaving for Europe, I had time to help set up plans to have the meet at the Edgewater Inn, and get invitations mailed to every CCCA member and classic owner in three states and two provinces. I then had to dump the whole mess in the lap of the Assistant Director, George Shufelt.

Turnquist arrived, as did the fateful weekend. To everyone's surprise, about 50 highly enthusiastic classic owners turned out for the meet, and everyone seemed to have a great time. Bob was impressed by everyone's enthusiasm, if not our Regional organization, and presented us with our Regional charter. We were now official!

Fifteen more new members were signed up at the Edgewater meet, but the most surprising thing about the attendance was that at least 20 people showed up that we hadn't seen before. Looking back now, four years later, we are just as surprised - there were at least 20 people there that we haven't seen since!

I attended the Eastern Grand Classic on my way back from Europe and had a chance to meet most of the National Board. I explained to them that we were probably better organized than it may have appeared to Turnquist on his visit, but I'm not sure they were convinced.

Activities during the rest of the summer included participation in the Mercer Island Concours, and a small but enjoyable meet at Ocean Shores. By the end of the year, we had a three-figure treasury, a regular named publication and about forty real live members.

Three of the original Board members

had to resign, (John Creery, Bob Johnston and Sam Fancher), but were replaced by the first three Board members to be elected: Joe Carman, Vic Deshayes and Pete Manello. This started the Region on the legal cycle of three Board members being elected each year, for a three year term. Board meetings became bi-monthly, and Committees were appointed. The year 1965 brought a full season of activities, more members, a bigger publication and better organization. We had become and active and stable Region.

And that's how it all started!

Al McEwan

BACHELOR EDITOR TIES KNOT WITH COVER GIRL!

If you were properly reading between the lines of the last issue, you properly surmised that something was going to happen involving Your Editor and His Cover Girl. Well, it did! On January 21st, they were married in Seattle, at Demetri's Coffee House. Actually, it isn't a coffee house but an art gallery - well, then it isn't an art gallery as much as it's an antique shop --- well, you had to be there.

Anyway, surrounded by a seven-room collection of elegant antique furnishings and a two-room collection of fascinatingly varied people, the beautiful bride and the panic-stricken groom said their vows before the elderly justice of the peace. ("You must have gotten your judge from Central Casting!" insisted Lubin.)

Finally the ceremony was over, The Kiss was performed somewhat stiffly, and the judge leaned more heavily on the antique piano that was holding him up. As the organ music began, five centuries of art gazed down from their ornate gilt frames. (One of the paintings was "Adam and Eve Being

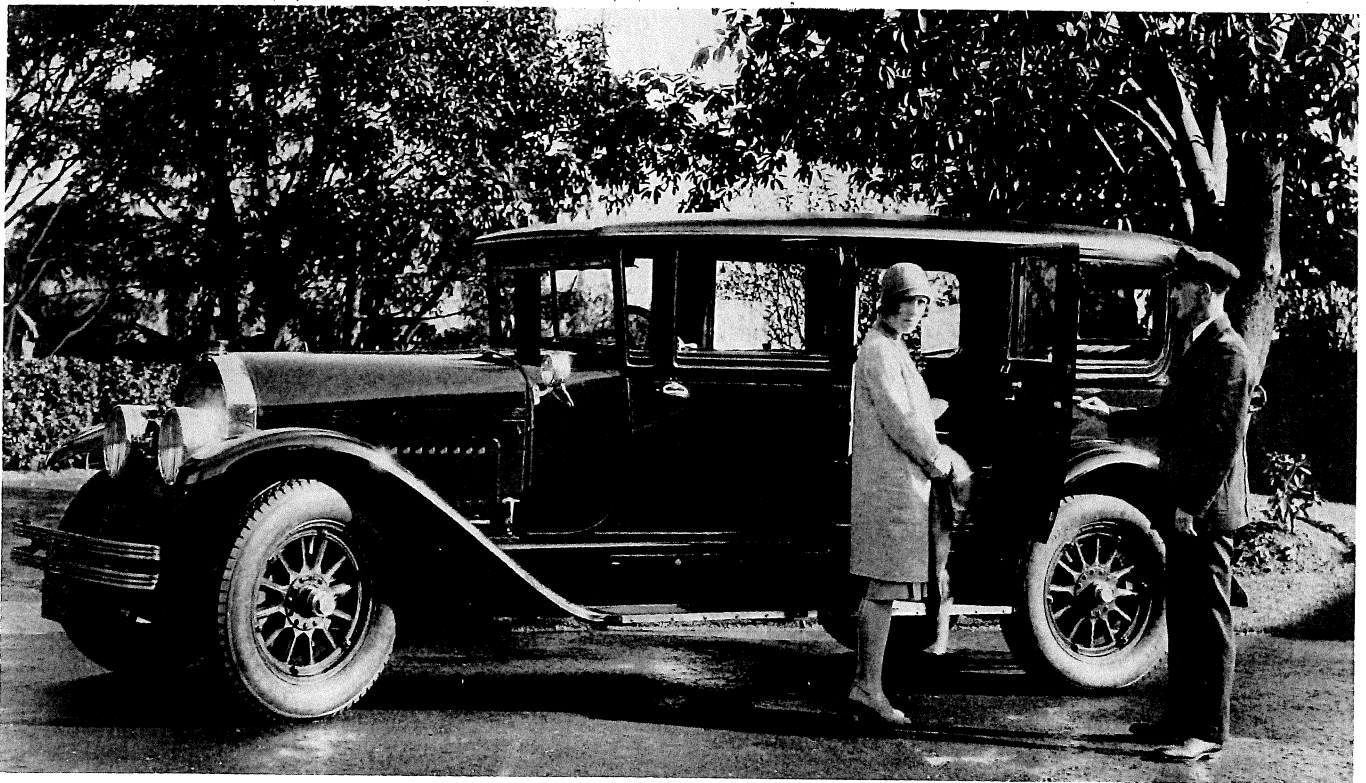
Evicted from the Garden of Eden". Quite appropriate, we thought.)

While the radiant bride radiated and the nervous groom shook visibly, the guests sampled wedding cake, sipped punch, and mingled freely. Finally, after family photographs and other formalities, the couple ran through a shower of rice to their waiting limousine. The 1939 Packard Twelve Brunn landaulet, piloted by Phil Schwarz in the appropriate chauffeur's uniform, toured downtown Seattle before depositing the pair at the Schwarz household. There they changed clothes, had coffee and held a critique before starting off for their honeymoon cottage in Vancouver - a fifteenth floor suite in the Blue Horizons.

Now, the honeymoon is over, the BG has acquired an Art Director (she paints, draws, and glues things together), and the long lonely nights at the typewriter, in the darkroom, and at the film editor will be less lonely. A snap judgement at the two month mark: "This marriage routine is a pretty good deal, but ask me again in twenty years."



And away they go - in a classic of course! George & Judi in Phil's V12.



"Well, folks, there it is!" We don't know anymore about it than that, but it's a great old photograph found by Joe Carman. If you can guess the make, you get one point. For the year, two points. If you can get the bodybuilder, you get a condensor.

MONTHLY BOARD MEETINGS PLOT NEW ACTIVITIES

Present on 11-30-67 were Carman, Schwartz, Irwin, Wallerich, Schoenfeld and Shufelt. Outgoing Regional Director immediately turned the office and the meeting over to Incoming Director Phil Schwarz, although the official date of the change was a few hours away-at 12:01 a.m., 12-1-67.

Schwarz announced that in 1968, Board Meetings would be held on a monthly basis, the second Wednesday, with meeting places to be announced in the preceding Bolts. He then reviewed the responsibilities of Board Members. The need for a Regional Project, a manufactured product of some sort to sell for profit, was emphasized.

What can be done, it was asked, to encourage more active people to participate in the planning of Regional activities? The Activities Committee always needs more help than it has to get ideas and to set up meets.

The possibility of a 1968 Concours d'Elegance was mentioned, at which the Region would take an active part. Phil described what sort of event the "new" Concours might be, and noted the problem of sponsorship-does anyone want to invest \$16000 in an auto show? As of now, any future concours would probably include all Puget Sound old car clubs co-operating instead of clashing.

The "Stag Night" which went over so well in 1967 will be held again, but "bigger and better." Phil also noted that he had hoped to make it to the Buck Hill Falls, but was to be in the Rio that week.

The Editor was asked to give his views on display advertising for the BG. After some discussion, it was decided to give him freedom to set rates, based upon what

the space is worth and what the additional printing costs would be. He was to report a final rate structure at the next meeting.

It was hoped the early in 1968, five extra membership applications could be given to every member to carry with him. How often have you had an anxious prospect ready to sign up, but had to tell him to "get in touch with ----"?

Unusual attendance marked the Board Meeting of 1-3-68: Schwarz, Keller, Schoenfeld, Irwin, Hooper, Manello, Carman and Shufelt. Also present were McEwan and Bill Fowler.

McEwan reviewed for the newest Managers the history of the Region, and was asked to prepare a BG story on the subject. Schwarz announced that the concours was only a possibility for April 1968. He noted that the Hot Boat Etc Show had asked for cars, but had offered no money for participation. McEwan announced that Alderbrook dates are May 10-12. In view of the problems getting in there on any given weekend, it was decided to reserve it ahead for 1969. The possibility of a week's CARavan to the Oregon coast for 1969 was discussed. If Northern California Region shows interest, this could come about.

Plans were made for the Stag Night, and Schoenfeld suggested an auction. This idea was adopted, and members will be asked to donate items to be auctioned off that night. More on this to follow in special Stag Night mailouts.

Because the VCCC Harrison Hot Springs meet falls only two weeks after our Alderbrook event, it was decided not to make it an official Regional activity, but

to encourage those attending from the Region to go up in some sort of organized group.

Membership announced that the renewal forms were late getting out, so only two people had managed to pay their 1968 dues without forms. We closed out last year with 72 people on the books. Russ Keller will continue on as Membership Chairman, as well as Asst. Dir. Each Board Member was to bring names of three prospects to the next meeting.

Publications announced a schedule of display ad rates, and reviewed publications plans for 1968. The BG will be quarterly, publishing in March, June, Sept. and December. Shufelt remains as Editor, and announced the appointment of his new wife, Judi, as Art Director, Assistant Editor, Typist, and All Purpose Helper. All members can help sell ads - the people that do work on our cars are probably the best prospects. See the story on the subject elsewhere in this issue.

Attending the 2-7-68 meeting were Schwarz, Keller, Irwin, Manello, Hooper, Schoenfeld, Carman and Shufelt, plus McEwan and Bill Fowler. The first item to be discussed was a letter to all the Regions from VP for Regions Don Klusman. The letter told us that some computer types at National had fed statistical data from the past Bigelow Trophy scores into a computer, and had attempted to interpret the results as scores indicating the worth of each Region to the National club.

The pages of computer print-out attached to the letter were unintelligible to anyone who doesn't speak IBM. As National insisted, "the scores --- were statistically correlated by averages, diviations,

quartile distribution and arithmetic mean. Standard diviation was plotted on a standard bell-shaped curve." After studying the data at length, one Board Member had concluded that "when the quartile distribution curve bisects the gross concrete factors cycle, you have a gross of concrete bicycles!"

The Board finally decided that the figures were weighted heavily in favor of Regions that are located near enough to National events to collect a lot of Bigelow points for participation in such meets. The Board felt strongly such a scoring system does not represent a true picture of a Region, and for National to point out a number of Regions as being "unsatisfactory" in a letter to all Regions is poor management. A committee of two, McEwan and Carman, was appointed to draft an answering letter to the Regional Relations Committee.

The Board rejected a suggestion that the Region judge National's performance in various areas of management, and send them a computerized print-out of their "satisfactory" or "unsatisfactory" scores.

Committee reports were routine up to Activities, which took up the rest of the evening. Schwarz reported that the chances of a 1968 Concours was "10 to 1 against." Further details were worked out on the Stag Night, Alderbrook and Judging Meets. It's going to be a busy year - renew if you haven't yet, and plan on going places with us. AND FIND MORE NEW MEMBERS!

The 3-13-68 Board meeting included Schwarz, Irwin, Manello and Shufelt, with McEwan and Bill Fowler. The now-famous "computer letter" was the first problem attacked. McEwan had worked with Boeing computer engineers in evaluating the data

supplied by National, and had prepared a three-page draft letter criticizing National's letter and attitude in great detail.

Basically, the Region's position is that the Bigelow scores used for the analysis are not a valid measure of performance for ALL regions, and "the blatant display of a check mark indicating our 'poor performance' to all other Regions without any apparent effort to determine the reason for the scores set very hard on those people who have worked for this Region. The fact that we have not driven our classics 6000 miles to attend the Annual Meeting has little bearing on the value of this Region to either the Regional member or to the National Club."

The letter was rated as an outstanding achievement by all members of the Board present, and was sent to National with little modification. (While we thought at the time our attack on "computerized management" was fairly strong, we have since learned that some other Regions sent letters that made ours look mild. Colorado noted that National has not held any National events near Denver due to "the distance from the Eastern membership", and reminded National that the distance from Denver to Morristown is just about the same as the distance from Morristown to Denver!)

The Treasurer reported a balance of \$418, and climbing slowly.

Activities reported a Concours will be held at the Seattle Center April 2-6, 1969. The Stag Night plans are coming along well, with an auction added for entertainment and enrichment. The Snoqualmie Falls Breakfast Tour will be run again this year, with an afternoon cocktail party at Bill Fowlers. Since Harrison/VCCC follows our Alderbrook meet by only two weeks, the Region will try to make some

garage space available for those distant (Portland, etc.) people who might wish to make both events and leave their cars in Seattle for the two weeks in between.

Managers at the 4-3-68 meeting included Schwarz, Keller, Carman, Irwin, Manello, and Shuflet, plus Activities Chairman McEwan.

Membership reports 45 renewals and 6 new members thus far, with more renewals coming in every week. It is hoped that some new members will join the Region at the Stag Night party. In making out the latest roster, it was found that eight 1967 members were getting their BG's, but no other club publications or notices. These people have been or will be all contacted personally by Russ Keller, and offered the Region's apologies for an administrative error. (The steno service handling Regional mailings lost a page from their mailing list.)

Duties for Membership Chairman in the past have been pretty much whatever the person holding the job felt like doing, so Keller is preparing an SOP for future Chairmen.

Irwin reports \$458 in the Treasury, and Publications reports that a BG is overdue and will be in the mail by mid-April.

McEwan reported near-final plans for Stag Night. Plans are progressing well for other events. Northern California had been invited to join us at our Oregon Judging Meet Aug. 23-24, but had not responded as of this Board Meeting. Schwarz tried to call their Director during the meeting, but couldn't find a phone listing for him.

The next Board meeting will be on 5-1-68 at the Renton Inn, Renton. Come and see how the game is played, and root for your favorite Manager.

FOWLERS SELL THEIR '35, BUY A SILVER ARROW

by Daphne Fowler

In September, Perry and I purchased a 1965 plymouth Fury I ex-State Patrol Car, and two days later left for Reno to see the Harrah collection. All our friends were constantly saying: "I suppose you've seen Harrah's cars!" but until now we hadn't. Our time was limited as we left on Wednesday night and had to be back by Sunday night.

At Reno we took in the casinos, but neither won nor lost much. We spent two days at the museum, and took seven rolls of color film. The first day we went out and paid our admission, but as we were returning to the car after seeing the cars, the gatekeeper called to us and said: "You're the people from Bremerton! You came 720 miles didn't you?" I wondered what we had done wrong. He happened to be a good friend of the Nash dealer in Bremerton, and wanted us to give him a message. The next day when we went out he had courtesy tickets waiting for us, and we were treated royally. The attendants were told to give us all the assistance we needed, and we were permitted to get behind the ropes and even to get inside the cars.

We saw a lot of fabulous cars, and were especially looking for Pierce Arrows. Three interesting PIERCES were a 1933 Silver Arrow, a 1934 Silver Arrow V-12 (I wish I'd then known that we would buy on a month later!) and a 1937 sedan which once belonged to Shirley Temple.

We visited all the various shops in the museum, and looked up some people who now work there.

When we arrived home we had a letter from Bud Catlett asking to buy our 1935 8 cylinder club sedan, as they didn't have any 1935's. We reluctantly let it go. A large truck and

trailer came for it, with an antique boat already on it. They were to pick up another car in Portland yet.

Phil Schwarz wanted to know if we'd be interested in a 1934 Silver Arrow. We looked at it and bought it. Phil and Pete delivered it to us, with an extra engine and transmission. We now have Pierce parts everywhere, as Perry had been disassembling the 1934 parts car that we already had.

The best 1934 engine is in Tacoma for reborning and new bearings. New pistons and valves are already here for installation, and shortly we will bring it home and install it. We have already scrapped a ton (it seems like) of grease off the car, but can see progress.

There are always parts to be replaced so in January I went to "Classic Cars", a Classic parts wrecking yard in Gardena, California. They have three acres of cars, and parts for Lincoln, Franklin, Pierce Arrow, Packard and others. They recognized me as I had been there before, so I was given the run of the place. I was having fun taking parts off of one car when the owner decided he wanted to sell it as a whole car, and I had to quit. I went out there several times during the week, and brought back several cartons of Pierce parts and one large suitcase filled with glass items. A number of the parts will be traded off for things that we need. I got several Pierce clocks. Unfortunately the yard is going out of business, and everything is being sold off. We will miss it. I hated to come back and leave all that stuff there.

I tried to see Phil Hill's cars, but could never find him at home.

When I got home, unpacking the boxes was like another Christmas.

(Continued on page 20)

ANOTHER WILD CAR CHASE!

by Tom Schwarz

Before we left I thought I knew what was going to happen and what kind of cars I was going to see, but as you know, things don't always go the way you think they will on a "wild car chase."

By the time we (Pete Manello, Phil Schwarz and I) got to the first appointment, I was pretty hopeful about what I was going to see. It was a 1936 Hooper-bodied Packard that was custom built in England. When I saw this one, I decided then and there that without any doubt this car was for me.

The car is an eight, and the front chauffeur's compartment is done in black leather. The partition between the front and back seats goes up and down at an angle, then at the last minute, just at the top, it straightens out! The back seat is in gray upholstery, and the area is very large. Unlike most such cars, the vanity case is on the right side of the rear seat. The styling is very British, and it is right-drive.

Guess what? We bought it!

Our next stop was _____, where we were supposed to see five cars. The first two were Cadillacs, one a town car and the other a roadster. Their engines purred and they were both beautiful cars. Next came a 1941 Cadillac convertible sedan, then a 1922 Packard touring car in green, with black leather upholstery.

And now for the last one! It's one that you have probably never seen. A beautiful _____ bodied _____, which was simply fantastic!

The next stop was _____'s restaurant, because by then it was 6 p.m. Time sure does fly when you're looking at old cars. Our

final stop was the basement of a house. A basement jam-packed full of - you guessed it - old car parts. After hearing some interesting stories, we left.

When we finally got home I had one conclusion: car hunting sure tires you out!

/Editor's Note: The above story is printed just the way it came in. Certain key portions relating to cars and locations had carefully been cut out with a razor blade. Someday, we hope to get an envelope containing the parts cut out! In the meantime, you'll just have to use your imagination!]

ATTENTION RESTORERS

So begins a letter from the Robbie Lauderdale Co., 2403 Goldsmith, in Houston, Texas, 77025.

"A new service is now available for your use. Having facilities for both aluminum and brass casting (including machining and plating services), we will manufacture parts to your specifications for your restoration project. All quotes are written and final. Send your old parts via insured parcel post today. Tag each part to prevent loss. Satisfaction is absolutely guaranteed."

Behold my car of Great Renown, with contours of squarish nature, which nearly topples upside down when I tread the accelerature.

(From The Bulletin of The Vintage Sports Car Club Ltd)

MIXED EMOTIONS: Watching your mother-in-law go over a cliff in a 1931 Cadillac. (From The Distributor, Buckeye Region CCA.)

REGIONAL ACTIVITIES

If you've been keeping up with the ACTIVITIES CALENDAR in your Bolts, you know what's in store for this season. Flyers will be mailed out for each event by the Activities Committee, and the Bolts and the BG will try to keep you up to date on future plans.

We begin the season with the Stag Night at the Country Kitchen in Bellevue, with FREE BEER and free (car) movies and a buffet dinner for \$3.75. Donated items will be auctioned, some other Fun & Games are promised. The date is April 12th, Friday night, and all are welcome - members, prospects, friends, guests, etc. This is our Big Annual Bit to show non-members what the Region does.

The Alderbrook Meets are well known, and if you've missed all the previous ones, make it to this one on May 10-12th. Best try to reserve space NOW as it gets scarce later. The usual outdoor recreation and indoor eating, with some driving, some sitting and some toasting of hamburgers over the charcoal.

The VCCC meets at Harrison Hot Springs this year, May 24-26. A lot of CCCA people are going up in two groups - Friday night and Saturday morning. Call Phil and join one of the driving groups. This isn't an official tour with us this year, but well worth your trip. The Canadians do fun things.

On June 30th, Sunday, we will have another one-day tour to Snoqualmie Falls, with Breakfast (with a capital "B") at the Lodge. The day will close with a party at the Bill Fowlers. This was one of the favorite events last year, and is repeated by popular demand.

GIVE PUBLICLY! (Steal privately.)

JUDGING MEET SET

FOR GEARHART, ORE.

NEWS: Gearhart, Oregon (on the coast, near Astoria - a beautiful place!) will be the site of our Annual Judging Meet. We will see a lot of Portland cars judged this time who haven't been in competition before with the Seattle cars. In addition, all Northwest RROC members will be invited to join us in a weekend of Fun in the Sun. (See what happens when you win, Ed? You get the meet in your neighborhood the next year!)

Your dues are overdue - if you still have your little envelope, insert money and drop in any mailbox. This is going to be a busy summer, and you will want to be a part of it. This, by the way, will be your last BG if you don't renew now. Hurry!

"A LETTER FROM NY"

From time to time we all answer ads for cars, and we all get interesting letters in return. In all of his years of writing to advertisers, Al McEwan never got anything like the letter reproduced on the two following pages.

The ad, in Hemming's, named a lot of exotic cars and suggested that one write for more information on them. The general idea of Mr. Ingram's letter is that for a certain quoted price, he will sell you the LOCATIONS of each car or set of cars.

Some day when you've got the time, take an hour or so and try to read the descriptions in detail - they're pretty funny in places. Our favorite line reads: "Photos \$1 each, color photos \$1 each; very few available in both and many available in neither."

Mr. Alan W. McEwan
159 Virginia St.
Agawam, Mass 01001
Dear Sir,

Will search for cars
55 parts on request
Benz 300S
sports and 154
Benz 300 pump
sedan, excellent cond.
for trade

Albion New York
441
5/6/67
from
Franklin D. Graham
1 M V O W H M

Thank you for your inquiry & regret I must name & address of owners of cars, due to high charges for find & see the cars as well as add postage time etc. If car is sold before you get name & address of owner, or if sold to someone else within weeks after that, or if misrepresented, or sold to someone else, for cash price quoted, if any more, I will refund this. Buy another car at the same location, or the same, however, if you want this is not a deposit and not deductible from price of other cars. If you are between your own car and the decision of other location, which I often handle myself. I have been in many final deals. Good indication of reliability. More info. on any car or request 1945 a. All prices vary but owners as well as other reasons. (P) means photos & (C) means color photos. \$/each, very few wait in both. Many in leather (P) means F&B Western Europe or England, all others are in leather. Unless otherwise stated, I have no phone.

- Location #1: Hispano Suiza 1930, 32hp junior coupe, mechanically very good, but needs paint, up to chrome - \$2,400 - P-EUR.
- 1933 K6 sedan, needs paint, up to chrome - \$2,000 - P-EUR.
- 1913 Alfonso XIII, boat tailed roadster, in mint condition, Hispano Suiza piece similar to cars in several museums - \$9,000 - P-EUR.
- 1930 boat tailed roadster, prob. P.T. in mint condition - \$9,000 - P-EUR.
- 1926 cabriolet, 2 place top prob. P.T. in mint condition - \$9,000 - P-EUR.
- Bentley 6.75 motor, about 1999, green, in mint condition - \$5,000 - P-EUR.
- Type 1 B chassis - \$6,000 - P-EUR.
- Bugatti 1928 Type 44 cabriolet, being restored, but like new - \$10,000 - P-EUR.
- Bugatti Type 57, they just need paint, up to chrome - \$10,000 - P-EUR.
- Paint up to chrome - \$2,400 - P-EUR.
- 1931, needs 170hp, 2,700 - P-EUR.

Location #1 (Conk): - Rolls Royce P-1 Landaulet 1926 ^{also many more parts here}
 Closed front convert, rear \$2,400 EUR, Rolls Royce P-11
 Sedan 1930 - \$3,400 EUR, Rolls Royce Silver Spur 1930 -
 \$3,600 EUR, Bugatti type 37 2-door 1938 minicord. \$4,500
 Bugatti type 44 roadster, about 1928 (new engine) \$5,000
 Condor \$5,000 EUR, Bugatti type 49 2-door sedan minicord
 1927 - \$4,000 EUR, Photos avail of all most cars, 90%
 A very fine European location for only \$85-95 per day.

location #2 - 1936 Maybach 3.5 liter, 6 cyl, SW 38, 4
door convertible sedan, with side mounts, perfectly restored to
showroom condition, mileage one of 5 left in Europe, dark blue & leather interior,
reclining seats, feather bed \$4800 P-EUR. 1935 Mercedes-Benz
5 liter, straight 8, 4 door, "Muller" limousine, restoration complete, at
some will be. When complete to showroom cond. \$3400 P-EUR. 1931
V-8, 3.8 liter, 1938 convert, coupe, gold brown, fakes pretty classic in
perfect condition, \$3600 P-EUR. 1939 Ford 99 seats, 1939, 100 hp, con-
vertible, 2 door, impressive car with Roosevelt like lines, dark blue, leather
interior, 1st class cold, engine 5-liter straight 8, rare car = \$4000 P-EUR
Ford 99 Landaulet, 4 liter, straight 8, top opens in back seat is fixed, dark
red, 4 door, artillery wheels, 9, very elegantly carefully kept, but not showroom cond. Dark
1939 Riley Monaco Saloon, 2 hp, 1-liter, 4 door, fabric covered (Weymann), \$3000
trim with hand engraving, starter, carburetor, clutch, brake lining, door handles, valves, 1000.
gaskets, recall for \$1,600 P-EUR. 25 yrs in one hand, twice shown in Paris
1939 Talbot 14/45 doctor's convert, 6-cyl, oak, 4 door, twice shown in Paris
6-cyl, good runner \$2,000 (about) P-EUR, another fine V-8 wheels

for \$15.00 - 1936 Mercedes Benz OK, super charged 4-cylinder
location #3 (9/89) - 1934 Jaguar roadster, good sun, com-
restored runs fine \$3400 - 1934 Jaguar roadster, good sun, com-
1930 Ford convert, coupe, 2 bulb motor changed, good sun, com-
have in soon. \$800 for Location #3. Reliable owner. \$895 #1

Also another location - 19149 Vanhall Prince Henry sports store, also may
new venture #18252 PEUR, 190 Packard Super Flea Buron's restored like
#200115 Willys Knight victoria electric type body good
Packard 2nd corner, 19149 Vanhall Prince Henry sports store, also may
Ford minor over #29000, 200195 Study & pay my rest of \$2000, 196
280 comes each fine old bench make good buy \$300-PEUR, 17000, \$8000
2nd many other state go.
Drinking Graham, Wilson wants Will arch

HERB DRIVES WALLIS GHOST TO LE CIRCLE

Eighty fine antique and classic cars entered this year's Dec 3rd Le Circle Concours d'Elegance at Los Angeles, and Herb Schoenfeld drove Bud Cohn's famous one-off Wallis Ghost - running out of gas on the freeway enroute!

Herb reports: "The most interesting cars there was a Type 101C Bugatti, one of three built for the 1951 New York Auto Show. The car was reportedly picked up as a bargain at \$40,000. The insurance premium came to \$4000 a year, with \$1000 deductible!" The owner, Irving Tushinsky, is restoring a 1933 Duesenberg coupe that he now has \$40,000 invested in - and he is a long ways from completion!"

The Editor drove the Wallis Ghost in 1955, when Squadron Leader Kenneth Horatio Wallis was an RAF exchange officer stationed at Offut AFB near Omaha. The car is a very late and highly-modified Silver Ghost chassis, carrying a body designed and built (in it's entirety!) by Wallis. He hand-hammered out the body panels in the dining room of his London apartment in the late 1940's. The car has been covered quite thoroughly in many magazines, and about the only thing to add is that whether you like it or not, it is a magnificent machine, and a fantastic achievement in "one-man-construction."

In covering the RROC National Meet in Monterey two issues ago, we forgot to show what the local boys did. Ted Reich took First in Pre-war Bentley, and Herb Schoenfeld took Third in PII, plus the Jack Frost Trophy for elegance and such, a "ladies choice" event. Belated congratulations to both fine cars and both proud owners.

A Hollywood press release on Efrem Zimbalist Jr. described his hobby as "collecting and re-carnating antique automobiles."

"He's just finished a long process of restoring the old hack (his 1934 Packard touring) to it's original showroom glory, and at a cost of about 20 times the \$500 he paid for it in 1949 in Wilkesbarre, Pa. He occasionally leaves his Rolls in the garage and pulls into Warner Brothers in the ancient vehicle. On rainy days, he even fits up the side curtains. The car has run 285,000 miles and, he boasts, could easily do that again."

Speaking of Hollywood, what classic Packards do the Smothers Brothers have? It seems that Tom Smothers once mentioned restoring a 1936 Super Eight in an interview.

The latest issue of CAR LIFE, we hear, contains a fascinating story on the famous Barney Pollard collection of classics in Detroit. (You know, the ones stacked on end, vertically!)

The newest automobile service business is a 10 minute lubrication service, franchises for which will be offered nationwide by a Portland man. The shops will be called "Greasy Gus".

Thanks to the last National Bulletin for their comments on our last BG cover. We are perhaps the first couple in history to have their wedding announced to the world in the Bulletin of the Classic Car Club!

"DON'T go ahead when you can't see ahead - ahead is the place where collisions come from."

(From "Don'ts for Novices", issued by the De Dion Company about 1910)

TECHNICAL: PARTS, POLISH AND PLASTIC STEEL

Some thoughts on a worthy product, by Bill Ferris of the Chesapeake Bay Region:

Buy yourself some Devcon plastic steel. It comes in a little glass jar with a smaller jug of hardener. In effect, this stuff is powdered steel in an epoxy base. Mix the hardener in and within a few hours you have - believe it or not - something that really does resemble cast steel.

The uses for this are limited only by your imagination. For example, many old cars have cast water outlet connectors bolted onto the block or radiator. Sometimes these are rusted, sometimes all the way through. Clean very carefully, with wire brush or something like that. Spread on the plastic steel and let it sit for eight hours or so. At this point you can still shape it easily with a file. Then bake it in your oven at 250° and finish with a fine file. The result will look and wear like cast iron. Honest. The one in my '38 Alfa is still perfect after four years. Obviously you can fix all sorts of other things the same way.

You can even make pretty decent castings by making a mold, so long as the shapes are not too complex. The finished product can even be machined. Of course, it isn't really cast steel, but it is a useful substitute, and you can do it in your basement. Buy some for a buck and find out what you've been missing.

If you aren't in enough clubs to be on everybody's mailing list, you may not have received the bulletin from the Lincoln Highway Tire Company announcing their new restoration products. They now offer Wax-All for waxing, Brass-

A letter to Phil Schwarz from Rick Percy, 2424 W. 13th Ave, Vancouver 9, BC, lists hundreds of parts he has for classics, including: 250 generator-starter armatures, bendix springs, ball and roller bearings, distributor caps, points, condensers, rotors, timing chains, carburetor kits, coils, fuel pumps and kits, headlight rims and lenses, light bulbs, hubcaps, instruments panels, speedometers and cables, piston-rings-pins, king pins and parts, spring shackle bolts, tie rod end bolts and ends, U-joint parts, water pump parts, oil-grease seals, valves and valve springs.

He recommends a self-addressed envelope, but with postage unattached to it. Better yet, drive up with samples and parts numbers. In writing, quote ALL parts numbers, chassis numbers, model numbers and other identification.

An item in a recent Seattle P-I tells us that Borg-Warner will happily supply many little electrical and other parts for old cars, and it is understood that local B-W dealers are being encouraged to order small stuff for local classic-antique-vintage restorers. They like the publicity, and are tying "old cars" into their advertising and promotion pitches. Most interesting is this quote: "Industry sources estimate that more than 50,000 cars built before 1930 are still being driven!"

All for polishing and Restore-All (resin and hardener cans) for filling and bonding. Speaking of wax, remember when Blue Coral was The Big Thing? Now, everyone's talking about how great Classic Car Wax is. Worth the five bucks.

COOLING SYSTEM PROBLEMS - CLASSIC CARS

-- by Ben O. Morgan

I have chosen the cooling system of the Classic Car for discussion of the subject matter because there seems to be more problems involved in keeping these masterpieces cool than any other type of old or antique car. These cars are plagued with the problem of keeping them running cool in hot weather, primarily because of their size. Because of their size and in keeping with their styling, it was not possible to give these cars the necessary effective frontal area of the radiator to make the most efficient of cooling systems.

On most of these cars the height of the engine dictates that the radiator must, by necessity, be high and narrow. Most of these cars do not have a fan shroud because they are high and narrow and without a fan shroud there is some twenty-five per cent of the frontal area of the radiator that is subjected to little or no movement of air through the radiator core. This, then, is an inherent problem. The best radiator cooling systems are with a radiator core that is almost square. This allows for a larger fan diameter as well as an efficient fan shroud.

Another design problem with Classic cars is the use of a restrictive grill system. So in the beginning these giants at best, had what is known as a "Border Line" cooling system. These cars, when new, were free from a number of ailments which later came about with age. The big ailment, of course, is the gradual deposit of foreign material in the cooling system. The cylinder blocks, cylinder heads and radiator tubes are collectors of these deposits. It is absolutely impossible to remove all of these deposits with any known cleaner without damage to the radiator core. There is always a certain amount of deposits left in the system. This causes insulation of all of the members of the cooling system.

Another major form of insulation, which is overlooked by practically all of the radiator repair shops, is the presence of foreign material which has collected on the fins. This is brought about by oxidation of the copper fins, the collection of dried grease and dirt, road tar and other materials. This can only be removed by using a very strong acid solution. If this solution is used it eats away the bond between the fins and the tubes and therefore insulates the fins from the tubes. Since the fins are that part of the radiator which removes the heat from the water in the tubes, they cannot function properly because of their state of insulation. Therefore, the best solution for the heating problem is to have a new radiator core installed on the old tanks.

The modern radiator core is more efficient than the old type core for two specific reasons: The fins on the modern core are thinner and this makes for more rapid heat dissipation. The fins on the modern core are .003" thick as compared to .005" thickness on the old core. The wall thickness of the modern core tube is .005" as compared to .010" thickness on the old type core tube.

There is another major reason that the modern core is more efficient than the old type core and that is the fact that the modern core is made of more tubes than the old type core. The modern core uses smaller tubes but with the total number of tubes having as much or more free flow water capacity than that of the old type core. This creates greater cooling efficiency because the water is broken up into smaller bodies and the heat dissipation of the water in the tubes to the fins is much faster.

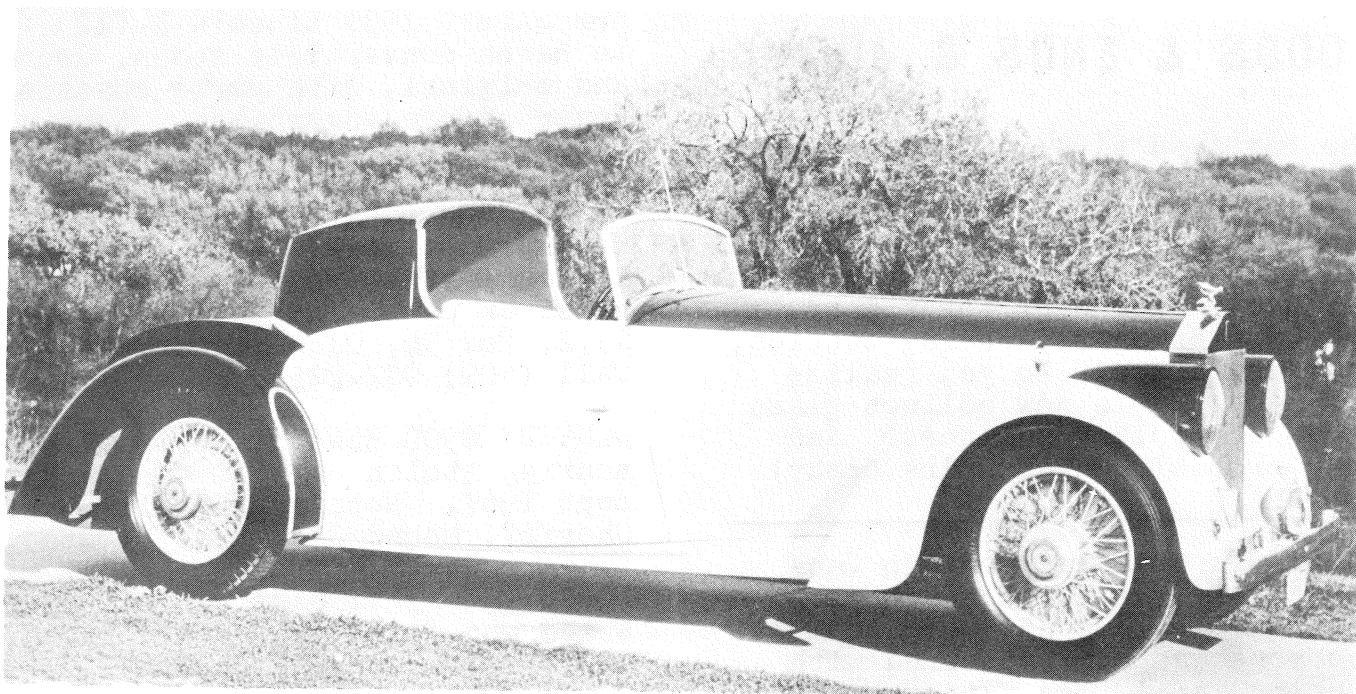
I have, in the past, had the opportunity to check the fin thickness on the old radiators with that of the new radiators and find that the thickness of the fins on the old radiators is usually some two or three times as thick as when they were new. This is because that some .005" to .010" of foreign material has collected on the fins. In comparing the wall thickness of the old tubes to that of the tubes in a new radiator, I find that the wall thickness of the old tube is from .010" to .020" as compared to .005" wall thickness on the new modern tube. So this brings about the insulation problem.

The modern, smaller and thinner wall thickness tube is not without problems either. The smaller tubes will corrode and restrict the flow of water through them much faster than that of the old large tube. The way to combat this problem is to use at all times, a "Scale Inhibitor."

From the exterior it is hard to detect the difference between the old and new radiator cores. It is my recommendation, therefore, that when a stubborn Classic is encountered, that the old radiator be replaced with a new modern core because this could very well save your Classic.

I have one other word of caution to inject into this discussion and that is the indiscriminate use of paint on the radiator core. The greatest amount of care should be exercised in the use of paint on the radiator core because paint is also an insulator.

Reprinted from the Oil Belt Region publication, "The Oil Pumper"
July, 1967.



WALLIS ROLLS ROYCE GHOST SPECIAL
OWNER: M.L.BUD COHN, LOS ANGELES, CALIFORNIA

FOWLERS SELL THEIR PIERCE ARROW

(Continued from page 11)

While I was in California, Perry was working on the Silver Arrow. He removed the transmission and power brake unit, and had overhauled the steering mechanism. He has since reconditioned all of the many Pierce clocks that I brought back.

If anyone ever needs to know anything about Pierces, just ask Perry Fowler.

[Editor's note: And if he doesn't know, ask Daphne!]

BEST WISHES to Perry, who underwent a double hernia operation on Feb 16. We hope has long since been back on his feet.

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ROBERT L. IRWIN

ODDS & ENDS & ADS

The Portland five-club Swap Meet was a most outstanding event, and well worth a drive from Seattle or Vancouver or Reno. A few classics and parts for same, and everything you would ever want for a Ford. And lots of brass, books, bottles, and insulators! Do you realize how many people now collect glass telephone pole insulators? And they probably think we're crazy!

At the Tacoma Swap Meet in January there was quite a bit of merchandise, but not much action. Everyone was more concerned with keeping warm! The Editor bought a 1925 seltzer bottle - and the water in it was frozen solid yet at three in the afternoon!

If you hadn't yet bought the now-famous "Classic Car Profiles" from England or your local book store, you should have sent \$30 to the Montagu Motor Museum, Palace House, Beaulieu, Hants, England before Feb. 29th. They are normally \$40 in England and about \$50 here, for the full set of 96 issues.

Speaking of England, when the pound went down, prices went up by about the same percentage. Apparently devaluation by itself won't bring about any bargains in old cars, but the British economic situation will make a lot of private owners consider selling cars they would keep in more prosperous times.

Two rather fascinating R-R's recently came into Eugene, Oregon, from India - a 1930 touring and a 1937 sedan. The new owner, Ray Howard, just got back from building power plants there. His comment to the press was: "They have lots of these over there."

FOR SALE: 1937 Lincoln K-V12 Le Baron convertible sedan, sound and original, with parts chassis. Never before advertised. Russ Keller, 10256 Kaylen Place, Bellevue, Wa., 98004. (206) GL4-9186.

WANTED: A classic - can trade antiques (either restored or raw), parts or cash. Roy B. Allington, Rt.2, Box 54, Odessa, Was. 99159, Call (509) 982-2253.

WANTED: \$500 REWARD! 1924 Olds touring stolen between June and Sept 1967. Notify Campbell County Sheriff, Mound City, So. Dakota.

FOR SALE: 3 7.00x20 Dunlops with tubed and flaps, fair/good tread, \$50. Herb Schoenfeld, AD2-2420

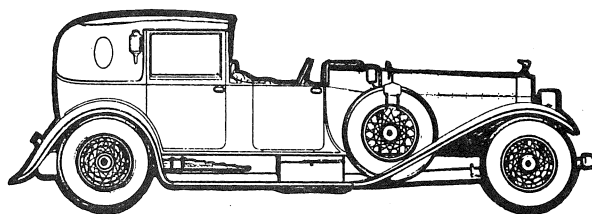
FOR SALE OR TRADE: 1954 Mercedes 300 sedan, sun roof, partition (!) 4-speaker radio and many other interesting extras - need transportation car. Gene Klineburger, 15926 Main St. Bellevue, Wa., 98004.

LEAD: 1935 Auburn convertible sedan, driven daily, unrestored. H.E. Somers, 6763 80th Ave. SE, Mercer Island, Wa., 98040. (From Pete M.)

LEAD: 1932 Phantom II Rolls-Royce, Huntington limousine, AJS271. Very good original condition, plus new top, front leather and carpets. 36,176 miles, runs well. Around \$5000. See or call George Shufelt, 1424 Beach Dr. NE. Dash Point, Wa., 98422; WA7-2614

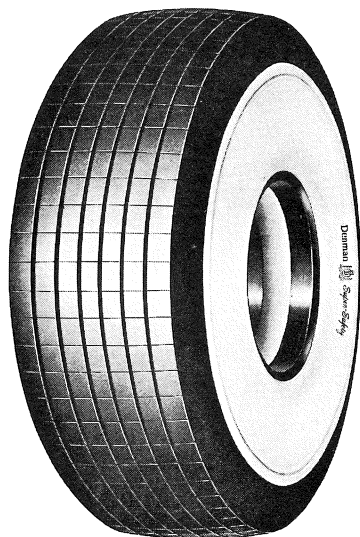
LEADS: Other R-R's now available: Wes Clifton's Ghost and Car Butts' Park Ward PII sports sedan.

WANTED: Front vent windows, headlight reflectors & red tail light lens for 1934 Pierce Arrow (35-36 will fit). Or would like into on where to have vent windows or window channels made. Want PA pictures of any year or model. Have lots of engine & other parts to trade. Perry D. Fowler, 1139 Shorewood Dr., Bremerton, Wa., 98310. ES3-2817.



The ELEGANT Classic Tires

Design Type	Size	Ply Rating
A-B	7.00-15	4
A-B	7.00-15	6
B	8.00/8.20-15	4
B	8.00/8.20-15	6
A	5.00/5.25-16	4
B	5.50-16	4
A-B	6.00-16	4
A-B	6.00-16	6
A-B	6.50-16	4
A-B	6.50-16	6
A-B	7.00-16	4
A-B	7.00-16	6
A-B	7.50-16	6
C	5.25/5.50-17	4
E	7.50-17	6
D	5.25/5.50-18	4
F	7.00-18	6
D	4.75/5.00-19	4
E	6.00-20	6
E	6.50-20	6
	7.00-20	6
	7.50-20	6
D	4.40/4.50-21	4



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